APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CB16J

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: VILLAGE OF GLENDALE **CODE#** 061-30380

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 09 / 05

CONTACT: MARK A. KLUESENER, P.E. **PHONE #** (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 **E-MAIL** mkluesener@cds-assoc.com

PROJECT NAME: NORTH TROY AVENUE CULVERT REPLACEMENT

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
__3. Township
x 4. Village
__5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $257.600.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
__1. Road
x 2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$** 322.000.00 **FUNDING REQUESTED:$ 257.600.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$**_____ **LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ **RATE:**_____**% TERM:** _____**yrs.**

RLP LOAN: $_____ **RATE:**_____**% TERM:** _____**yrs.**

(Check Only 1)
___State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2005 SEP 16 PM 2:55

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$ .00		
Final Design	$ .00		
Bidding	$ .00		
Construction Phase	$ .00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 294,647.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 27,353.00	
g.) TOTAL ESTIMATED COSTS:		$ 322,000.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 64,400.00	20%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER_____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 64,400.00	20%
d.)	OPWC Funds		
	1. Grant	$ 257,600.00	80%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 257,600.00	80%
e.)	TOTAL FINANCIAL RESOURCES:	$ 322,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# N/A Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: NORTH TROY AVENUE CULVERT REPLACEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The culvert is located in the north-central part of Glendale, near 1060 North Troy Avenue, approximately 700' north of Sharon Road (see location map).

PROJECT ZIP CODE: 45246

B: PROJECT COMPONENTS:

The existing structure supports a 20' wide roadway pavement, 8'-8' wide grass strip and 4' wide sidewalk. See Photo #1. The project will consist of erecting concrete barricades and maintenance of traffic devices in order to maintain one lane for two-way traffic on the upstream end of the bridge. North Troy Avenue is a no outlet street so traffic must be maintained. Then the downstream section of the bridge will be removed and replaced. The watermain and sanitary sewer that extend through the culvert must be temporarily supported during the construction. Traffic will be moved to the completed section and then the upstream end of the bridge will be removed and replaced. Then traffic will be moved from the downstream section and onto the completed roadway and the grass strip and sidewalk will be installed.

C: PHYSICAL DIMENSIONS:

Cast-in-place concrete bridge with a 10'-8" span. The height of the bridge is 11'-6". There are four (4) wingwalls that vary in length from 9'-8" up to 18'-8". A 1'-0" wide x 2'-0" high concrete parapet is located on the upstream end of the bridge and a 1'-0" wide x 3'-6" tall concrete parapet is located on the downstream edge of the bridge. The width of the bridge is 32'-8" face to face of parapet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 170 Year: N/A Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 322,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ .00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	02 / 06 / 06	06 / 09 / 06
4.2	**Bid Advertisement and Award:**	07 / 10 / 06	08 / 07 / 06
4.3	**Construction:**	09 / 05 / 06	12 / 29 / 06
4.4	**Right-of-Way/Land Acquisition:**	04 / 10 / 06	05 / 26 / 06

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Dr. Thomas U. Todd
Mayor
Village of Glendale
30 Village Square
Village of Glendale, Ohio 45246
(513) 771-7200
(513) 771-7318

5.2 CHIEF FINANCIAL OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Dr. William Aronstein
Clerk/Treasurer
Village of Glendale
30 Village Square
Village of Glendale, Ohio 45246
(513) 771-7200
(513) 771-7318

5.3 PROJECT MANAGER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Mr. Walter Cordes
Administrator
Village of Glendale
30 Village Square
Village of Glendale, Ohio 45246
(513) 771-7200
(513) 771-7318
Wcordes@glendaleohio.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

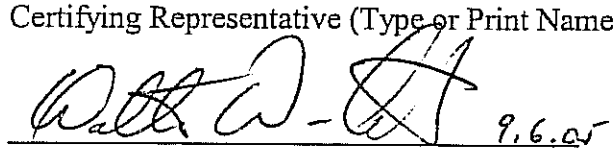
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Walter W. Cordes, Village Administrator

Certifying Representative (Type or Print Name and Title)



Original Signature/Date Signed

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE NORTH TROY CULVERT REPLACEMENT WILL BE 50 YEARS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLANS, AND THEN CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS BY QUALIFIED.

Mark A. Kluesener 9-15-05

Mark A. Kluesener, P.E. Date
Ohio Registration # 48151

CDS Associates, Inc.

Project: N. Troy Avenue Bridge Replacement
Village of Glendale, Ohio

DATE: AUGUST 2005
Project No.: 2005009-005

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		Bridge and Roadway				
1	201	CLEARING & GRUBBING	1	LUMP	$10,500.00	$10,500.00
2	202	STRUCTURE REMOVED, AS PER PLAN	1	LUMP	$52,000.00	$52,000.00
3	448	ASPHALT BASE	30	CU YD	$200.00	$6,000.00
4	448	ASPHALT INTERMEDIATE	6	CU YD	$200.00	$1,200.00
5	448	ASPHALT SURFACE COURSE	6	CU YD	$200.00	$1,200.00
6	503	TEMP. SHORING FOR RR EMBANKMENT	1	LUMP	$37,000.00	$37,000.00
7	511E44101	CLASS C CONCRETE, WINGWALLS & HEADWALLS	1	LUMP	$42,000.00	$42,000.00
8	601E21000	RIP RAP USING 6" CONCRETE SLAB	50.0	SQ YD	$105.00	$5,250.00
9	601E32104	ROCK CHANNEL PROTECTION, TYPE B WITH FABRIC FILTER (3'-0" THICK)	50.0	CU YD	$105.00	$5,250.00
10	603	CONCRETE BOX CULVERT ~100 S.F. MIN. WATERWAY AREA	35.0	FEET	$2,175.00	$76,125.00
11	603	CB2-2	4.0	EACH	$2,000.00	$8,000.00
12	603	12" STORM	100.0	FEET	$105.00	$10,500.00

*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

CDS Associates, Inc.

Project: N. Troy Avenue Bridge Replacement
Village of Glendale, Ohio

DATE: AUGUST 2005
Project No.: 2005009-005

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
13	606E98200	TYPE 5 GUARDRAIL WITH TUBULAR BACKUP	100	FEET	$105.00	$10,500.00
14	606	TYPE 4 BRIDGE TERMINAL ASSEMBLY	4	EACH	$800.00	$3,200.00
15	606	TYPE E ANCHOR ASSEMBLY	4	EACH	$2,100.00	$8,400.00
16	608	5" CONCRETE WALK	200	SQ FT	$11.00	$2,200.00
17	614E11001	MAINTAINING TRAFFIC, AS PER PLAN	1	LUMP	$5,200.00	$5,200.00
18	653E10000	TOPSOIL FURNISHED AND PLACED (4" AVE. THICKNESS)	12	CU YD	$31.00	$372.00
19	659E00500	SEEDING AND MULCHING, CLASS 1	1,000	SQ YD	$2.00	$2,000.00
		SUBTOTAL - BRIDGE AND ROADWAY				$286,897.00
		Utilities				
20		8" watermain - remove and replace	50	FEET	$155.00	$7,750.00
				SUBTOTAL		**$294,647.00**
				10%(+/-) Continency		**$27,353.00**
				GRAND TOTAL		**$322,000.00**

*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

VILLAGE of GLENDALE
GLENDALE, OHIO 45246
INCORPORATED 1855

CERTIFICATION OF FUNDS

Concerning the **North Troy Avenue Culvert Replacement** Project, the Village of Glendale will contribute $64,400.00 toward the project, an amount equal to 20% local contribution.

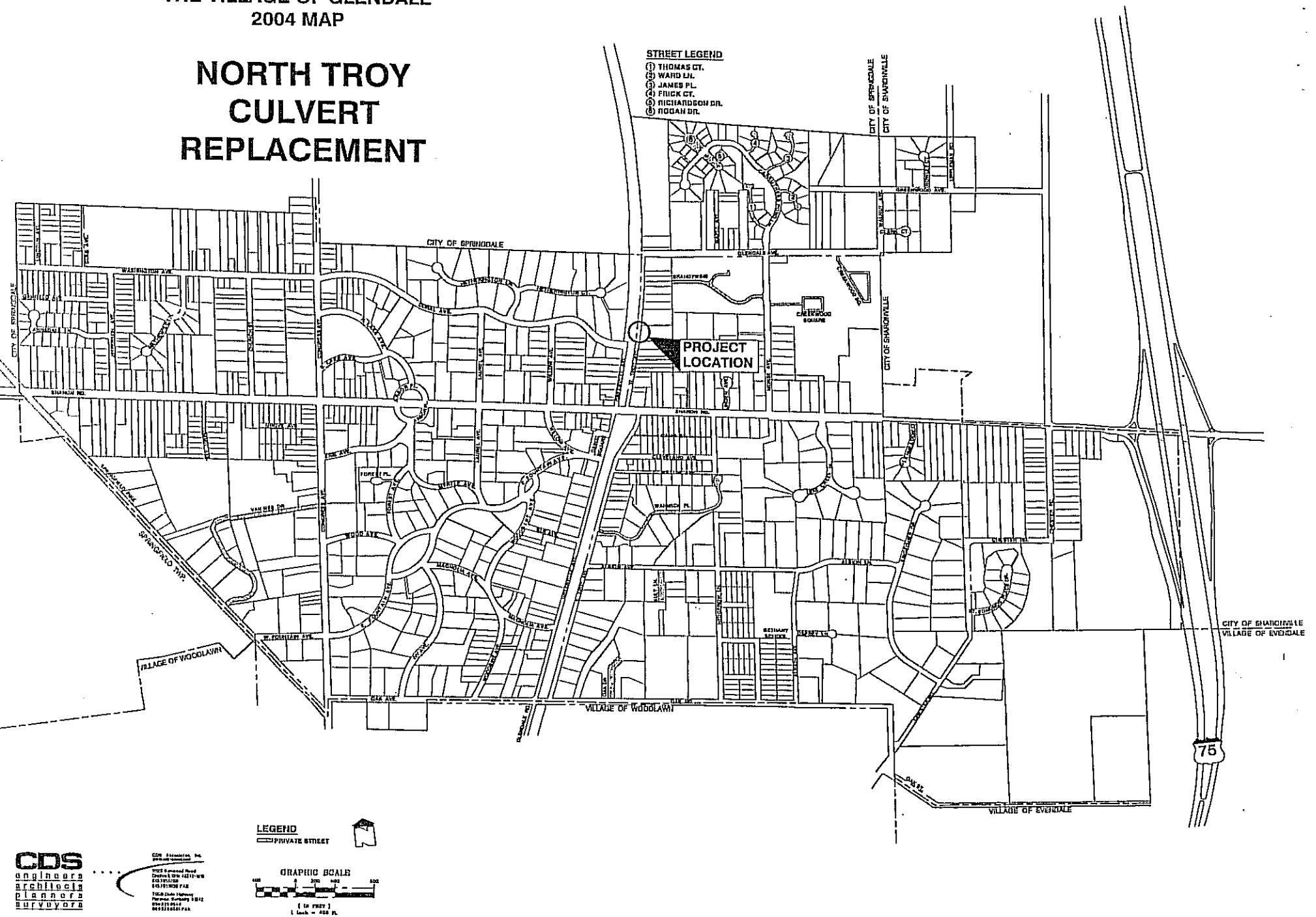
I hereby certify the $64,400.00 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

16 Sept 2005

Dr. William Aronstein, Clerk/Treasurer **Date**

THE VILLAGE OF GLENDALE
2004 MAP

NORTH TROY CULVERT REPLACEMENT



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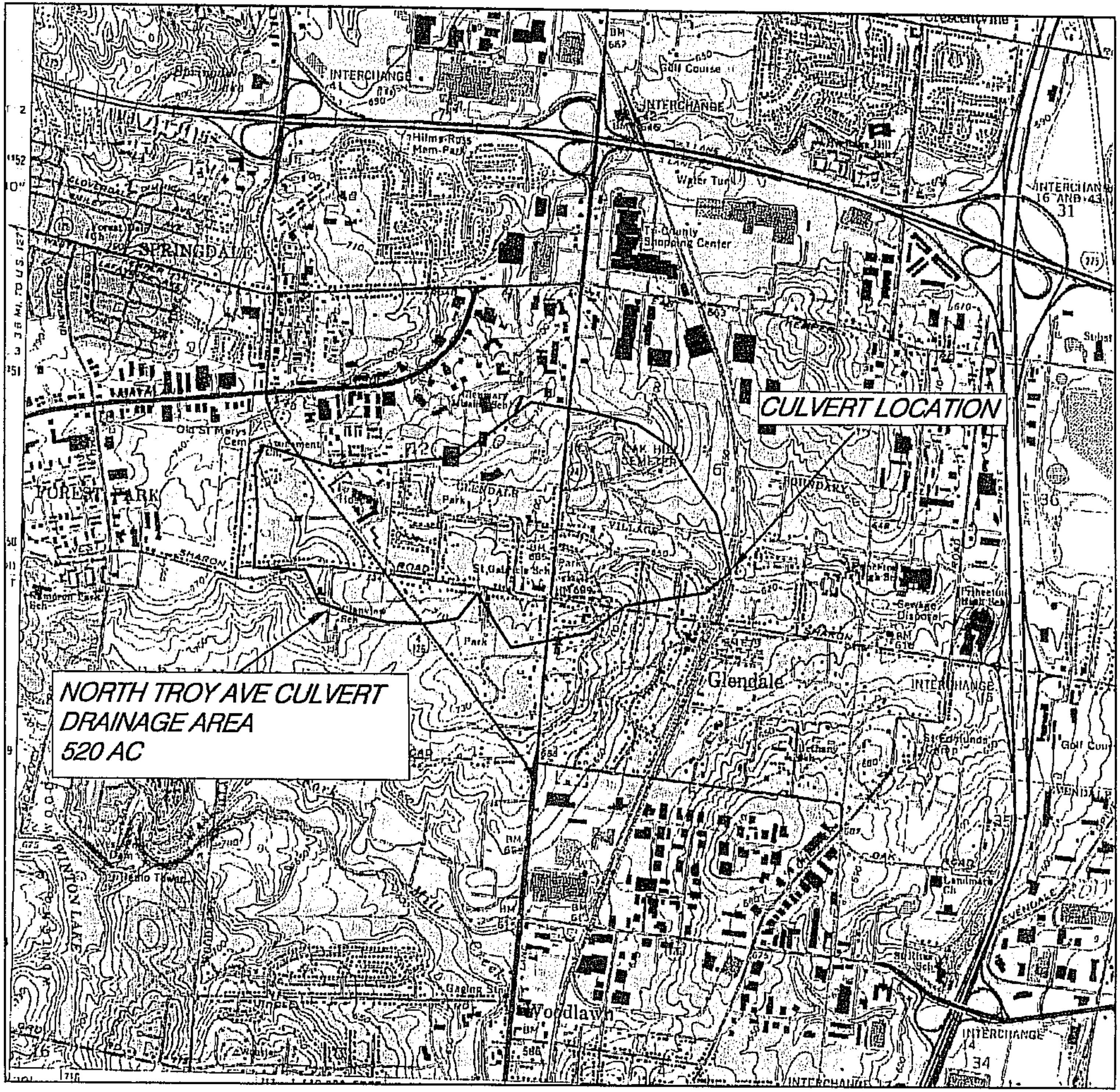
TRAFFIC CERTIFICATION STATEMENT
(TRIP GENERATION)

Due to the extremely low traffic on North Troy Avenue, a mechanical count was not taken. North Troy is a no-outlet street with just 14 residences along its entire length. The anticipated ADT of 170 vehicles per day was calculated from equations in the 7th edition of the Institute of Transportation Engineers "Trip Generation".

Mark A. Kluesener 9-15-05

SIGNATURE DATE


CULVERT LOCATION
NORTH TROY AVE CULVERT
DRAINAGE AREA
520 AC
SPRINGDALE
FOREST PARK
Glendale
Woodlawn
WINTON LAKE
Tri-County Shopping Center
INTERCHANGE
Golf Course
Water Tur
Sewage Disposal
SHARON
ROAD
Old St Marys Cem
Park

Village of Glendale

Resolution 04-17

A RESOLUTION REDUCING THE WEIGHT LIMIT OF THE NORTH TROY BRIDGE TO 63% OF NORMAL (15 TONS) DUE TO SEVERE EROSION AND BASE FAILURE; AS RECOMMENDED BY CDS ENGINEERS

WHEREAS, The bridge on N. Troy Avenue has begun to fail due to erosion and base failure, and

WHEREAS, The Village of Glendale engineer has examined the bridge and found it weakened from its original design, to wit 63% capable of its original weight limits, and

WHEREAS, This bridge will be the first priority subject of a SCIP grant application and shall be posted as having a reduced weight limit of 15 Tons upon passage of this resolution and until such time as the bridge receives funding for a permanent rebuild and repair.

NOW, THEREFORE, BE IT RESOLVED by the council of the Village of Glendale, Ohio, a majority of its members elected thereto concurring;

SECTION I: The bridge at N. Troy is hereby declared diminished in capacity and shall be posted as having a reduced limit of 15 tons upon passage of this resolution.

Thomas U. Todd, Mayor

William S. Aronstein, Clerk

Passed this 7th day of September in the year Two Thousand Four

VILLAGE OF GLENDALE
Hamilton County
State of Ohio

RESOLUTION NO. 05-14

TO APPOINT A CHIEF EXECUTIVE OFFICER, A CHIEF FINANCIAL OFFICER, AND A PROJECT MANAGER; TO SUBMIT THE NECESSARY APPLICATION FOR THE STATE CAPITAL IMPROVEMENT PROGRAM; TO EXECUTE A PROJECT AGREEMENT; AND TO DECLARE AN EMERGENCY.

WHEREAS, the Council of the Village of Glendale desires to participate in funding for Village road improvement projects through the State Capital Improvement Program;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COUNCIL OF THE VILLAGE OF GLENDALE, HAMILTON COUNTY, STATE OF OHIO, TWO-THIRDS OF ALL MEMBERS THEREOF CONCURRING, THAT:

Section I. For purposes of the State Capital Improvement Program: ("SCIP"):

a) the Mayor of the Village of Glendale shall be its Chief Executive Officer,

b) the Clerk/Treasurer of the Village of Glendale shall be its Chief Financial Officer; and

c) the Administrator of the Village of Glendale shall be its Project Manager.

Section II. The Administrator is hereby authorized to submit the necessary application to the District 2 (Hamilton County) Integrating Committee for SCIP funds for the following projects:

a) N. Troy Bridge Project

b) Chester Road Improvements, from Sharon Road to Oak Road.

Section III. In the event that the Village of Glendale is awarded said funds, the Mayor is authorized to enter into a project agreement with the Ohio Public Works Commission.

Section IV. This resolution is hereby declared to be an emergency for the health, safety, and welfare of the citizens of Glendale, and shall take effect immediately. The emergency is necessary in order to allow the application to proceed without delay.

Thomas U. Todd — Oct 3, 2005

Dr. Thomas U. Todd
Mayor

Date

Attest:

Dr. William Aronstein
Clerk/Treasurer

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CDS Associates, Inc.
www.cds-assoc.com

11120 Kenwood Road
Cincinnati, Ohio 45242-1818
513.791.1700
513.791.1936 FAX

7000 Dixie Highway
Florence, Kentucky 41042
859.525.0544
859.525.0561 FAX

May 28, 2004

Mr. Wally Cordes
Village Manager
Village of Glendale, Ohio
30 Village Square
Glendale, Ohio 45246

RE: North Troy Avenue Bridge Investigation
CDS Project No. 2004009-004

Dear Mr. Cordes:

As you requested we have evaluated the condition of the bridge near the area of 1060 North Troy Avenue, just north of Sharon Road. Our evaluation consisted of visual observations, taking digital photographs of the bridge, measuring portions of the bridge, and performing limited sounding of the concrete surfaces to determine their condition.

The bridge is a 10' span x 9.5' rise cast-in-place concrete box culvert with concrete wingwalls and a natural earth bottom. There are two utility conduits spanning the inside of the bridge, appearing to be a gas main and a water main. There is a concrete sidewalk on the east side of the bridge. The bridge is located approximately 15 feet downstream from an existing stone arch culvert that passes beneath the railroad tracks.

During our site visit, we observed extensive concrete deterioration throughout multiple areas of the bridge, including:

- Spalling and separation of the concrete at horizontal construction joints (see photo 2).
- Spalling and delamination of the concrete with exposed reinforcing steel in multiple locations throughout the structure, most severely on the inside top and around the edges of the culvert barrel at the inlet (see photos 3 through 5).

- Full depth vertical cracks in both wingwalls at the inlet. There does not appear to be any reinforcing steel in these wingwalls (see photos 6 & 7).

- Softening and disintegration of the concrete in the lower portion of the south inlet wingwall. This has caused the upper portion of the wingwall, which is still intact, to crack and move slightly outward and downward. The asphalt pavement directly adjacent to this wingwall is cracked and has settled. A void exists behind the upper portion of the wingwall, directly below the cracked and settled asphalt. The bottom of the asphalt pavement is visible from within this void (see photos 7 & 8)

- Scouring of the channel at the inlet, outlet, and beneath the bridge. The scour is most severe at the inlet, where there is constant flow from the railroad culvert. The existing concrete channel protection at the inlet is undermined and portions are missing (see photo 9).

Though in very poor condition, it does not appear that the bridge overall is in a condition of imminent failure. he portion of the south inlet wingwall shown in photos 7 and 8 is in a condition of imminent failure and is a potential safety hazard to motorists. This portion of the wingwall provides lateral support to the pavement and subgrade. It has separated from the rest of the structure and has no support from below due to extensive concrete deterioration. It is currently being supported on its south end from the ground and on its north end by the remaining portion of the wall at the crack (see photo 7).

It is our recommendation that the bridge be replaced. Given the extent and severity of the deterioration, it is our opinion that repair or rehabilitation would not be cost effective. We have prepared a preliminary opinion of construction cost for replacing the bridge. It is attached for your review.

Bridge replacements are eligible for SCIP funding. We did a preliminary rating and think it would score in the low to mid 300's, depending on the amount of local match and other factors. These scores make it a potentially viable candidate for Round 19. (The funding cut lines for Round 18 and 17 were 352 and 334 points, respectively).

Until funding can be secured for the bridge's replacement, we recommend that some temporary measures be taken to stabilize the existing south inlet wingwall. It is our opinion that the most economical and effective way to achieve this is to construct a temporary gravity retaining wall in front of the existing wingwall using precast concrete "waste blocks". These concrete blocks are made of leftover concrete from ready-mix trucks that is poured into a form to make a large rectangular mass, generally 2'x2'x6'.

These would simply be stacked on top of each other in front of the existing wingwall, and the void between the wingwall and the blocks would be filled with concrete, including the void beneath the pavement. The deteriorated pavement would be then removed and replaced.

Our preliminary opinion of construction cost for installing the concrete waste blocks, poured concrete, and repairing the pavement is $10,000.00 to $15,000.00. CDS can prepare some simple detail sketches and notes for a contractor to prepare a quote for this work. We are also available to review the contractor's work during and after construction to determine if it was completed properly. We will be glad to provide you with a fee for these services, if requested.

Mr. Cordes, if you have any questions regarding any of the above information, please do not hesitate to call.

Sincerely,

CDS Associates, Inc.

Brandon M. Lecrone, P.E.
Project Engineer
Cincinnati Office

cc. Mark Kluesener

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VILLAGE OF GLENDALE
North Troy Avenue Culvert

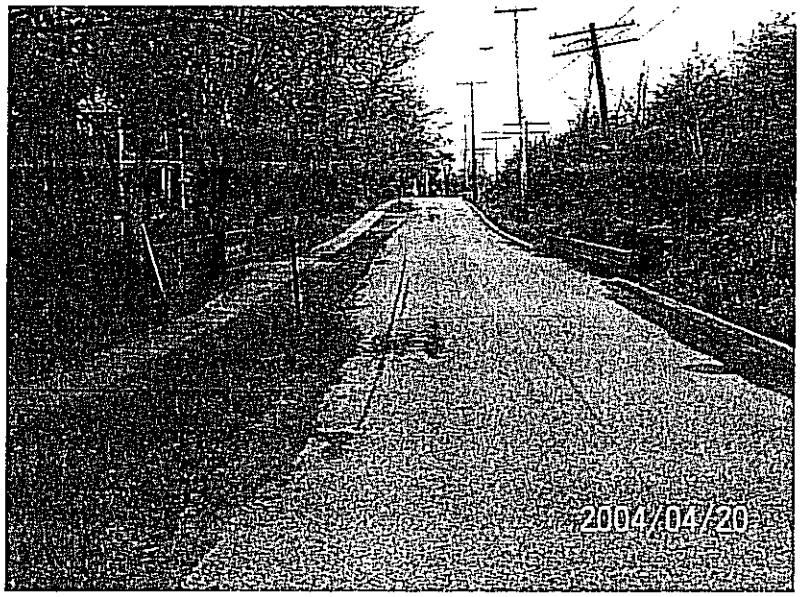
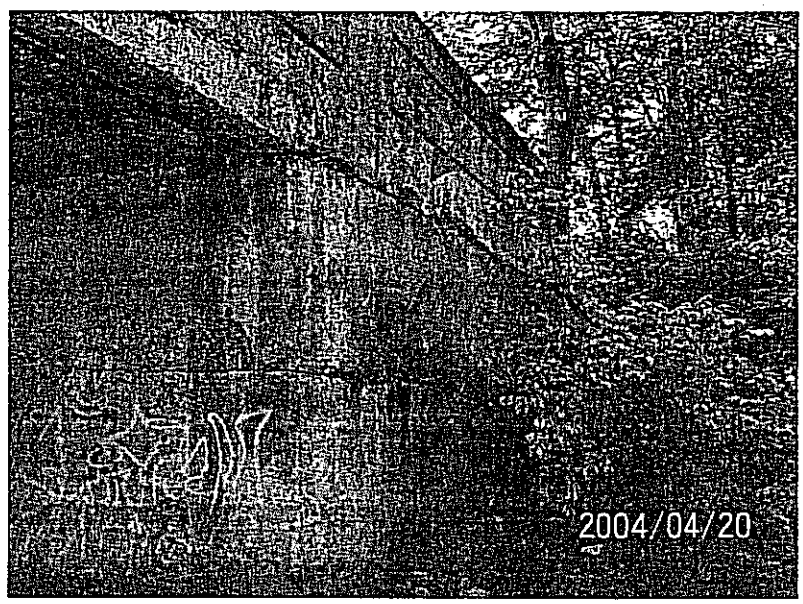


Photo 1: Looking south above bridge.

Photo 2: Spalling and separation of concrete at horizontal construction joints.



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VILLAGE OF GLENDALE
North Troy Avenue Culvert

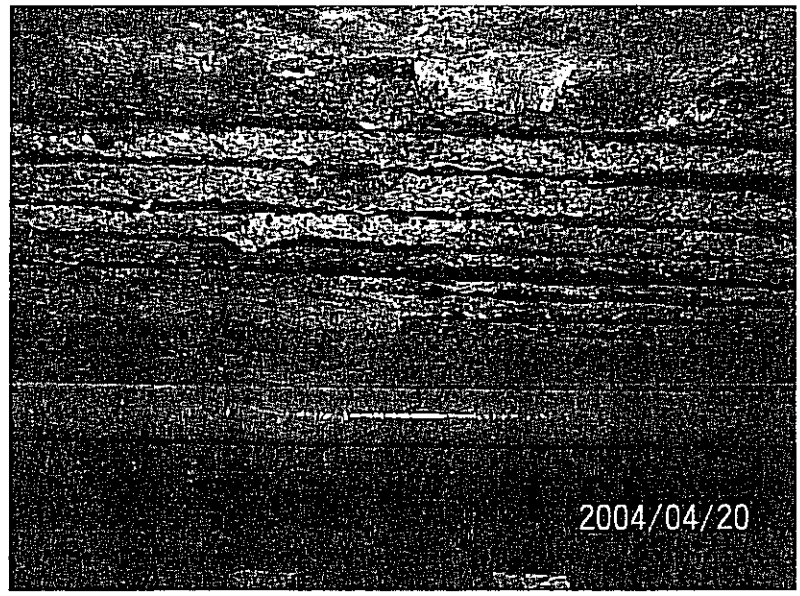

Photo 3: Spalling of concrete with exposed reinforcing steel on inside of bridge.

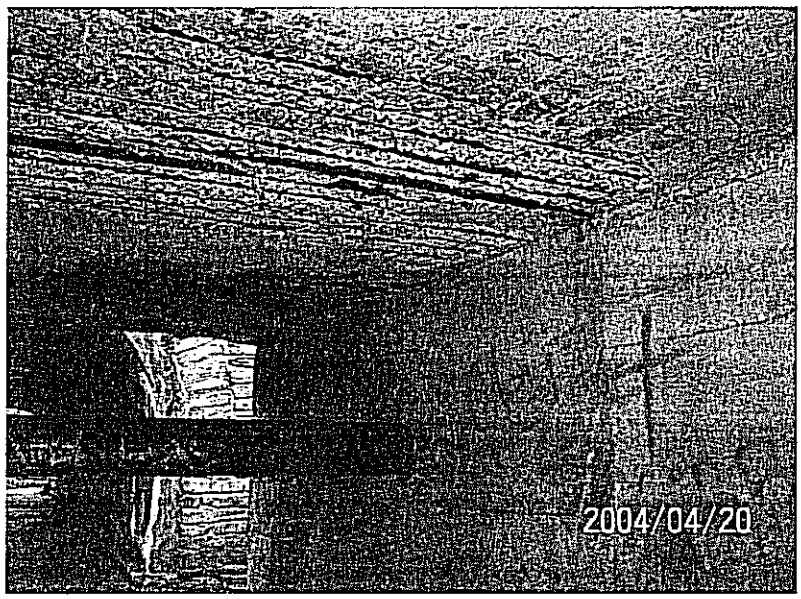

Photo 4: Spalling of concrete with exposed reinforcing steel on inside of bridge.

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VILLAGE OF GLENDALE
North Troy Avenue Culvert

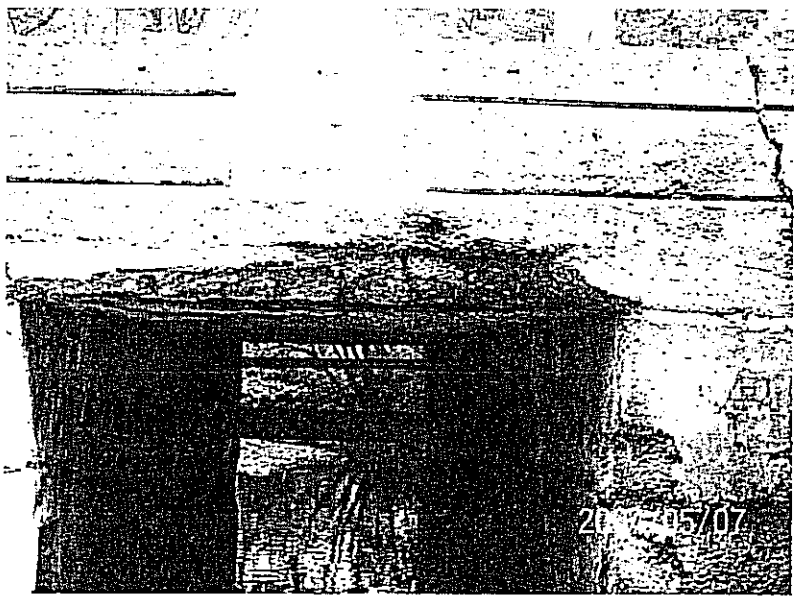

Photo 5: Spalling of concrete with exposed reinforcing steel around edges at inlet.

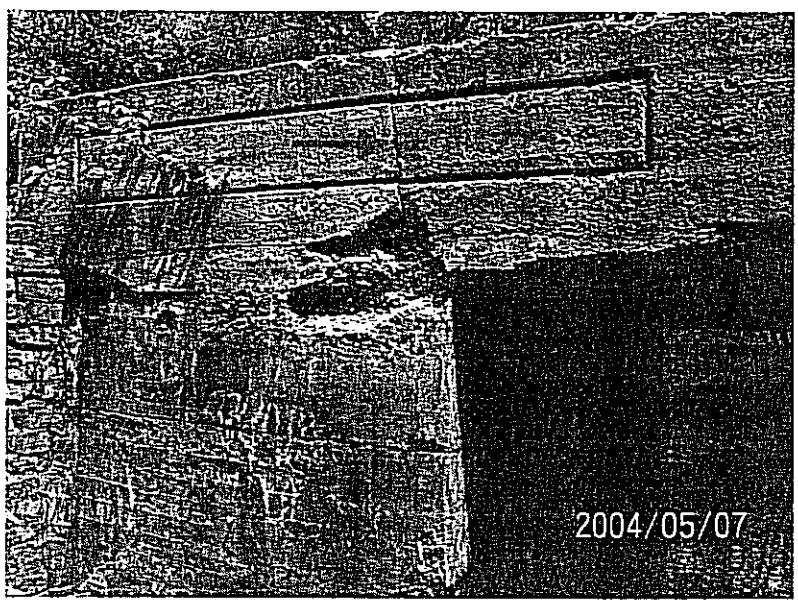

Photo 6: Vertical crack in north inlet wingwall. (Also note spalling and separation at horizontal construction joints.)

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VILLAGE OF GLENDALE
North Troy Avenue Culvert

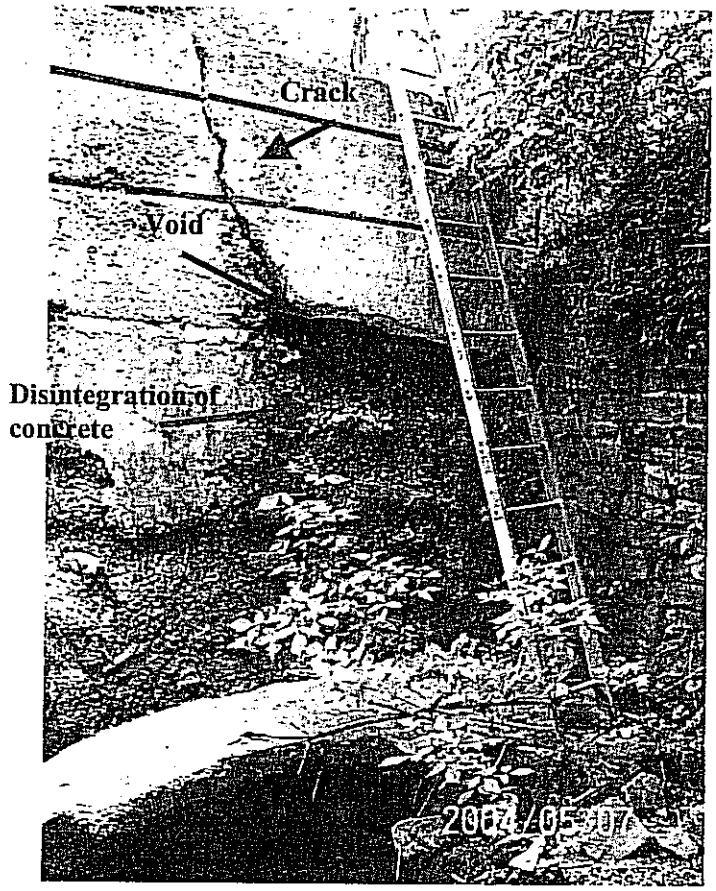

Photo 7: Vertical crack in south inlet wingwall and disintegration of concrete in lower portion of wall. Also note void behind upper portion of wingwall.

Photo 8: Softened and disintegrated concrete at south inlet wingwall. There is essentially no concrete left to support the upper right portion of the wall

CDS
engineers
architects
planners
surveyors

VILLAGE OF GLENDALE
North Troy Avenue Culvert

Photo 9: Channel at inlet showing scour and undermined concrete channel protection. (Note outlet of railroad culvert to the right.)

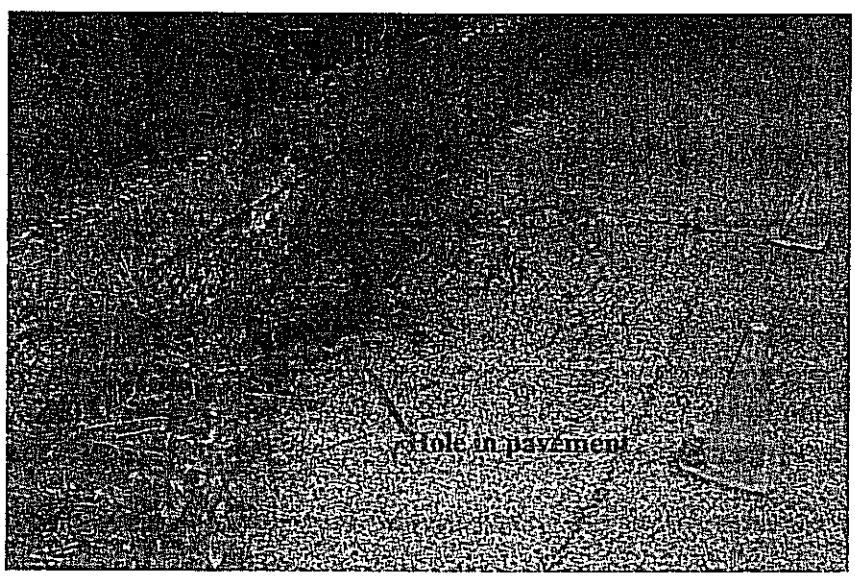

Photo 10: View from above south inlet wingwall. Note pavement cracking, settlement and 2ft. x 2ft. hole in pavement caused by deterioration of the concrete wingwall from below (see photos 7 & 8).

VILLAGE OF GLENDALE
North Troy Avenue Culvert

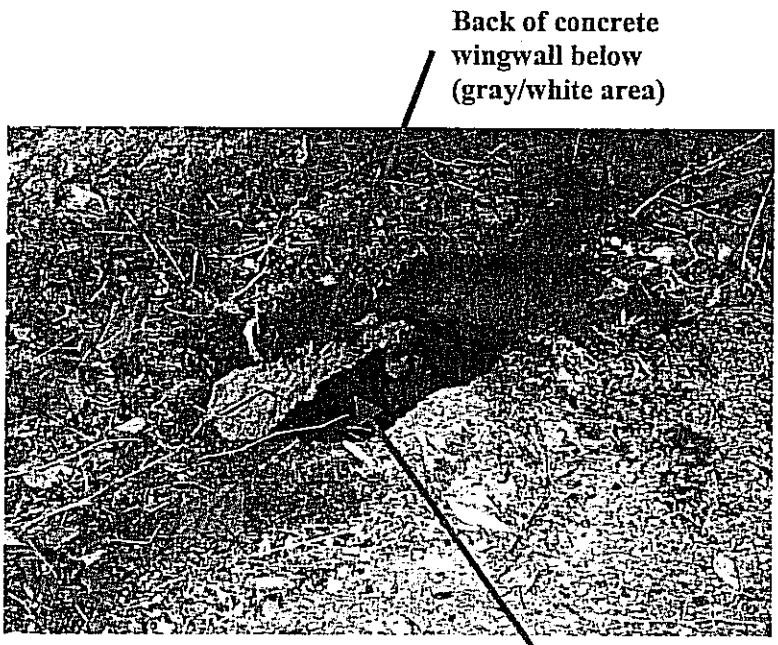

Photo 11: Close-up of hole in pavement shown in Photo 10.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES ___X___ NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Horizontal construction joints are spalling, see Photo #2. The bottom of the bridge deck is spalling and reinforcing steel is exposed and rusting; see Photos 3-5. The cross-sectional area of some of the exposed bars has been reduced. There are cracks in the upstream parapet wall and most of the southwest wingwall has deteriorated; see Photos 6-8. The soil beneath the asphalt pavement next to this wingwall has fallen away causing the street above to settle and a hole to form in the pavement, see Photos 10 & 11. Scour has occurred next to the southwest wingwall; see Photos 7 & 9. Also refer to the enclosed report.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

North Troy is a no-outlet street and is the only access to the eight (8) homes located beyond the culvert. If the structure continues to deteriorate the load rating of 15 tons may need to be reduced and then garbage and fire trucks would not be able to service the residents at the end of the street. Therefore, the health and safety of the residents could be adversely affected. The bridge must be replaced before further deterioration necessitates a further weight reduction or closing of the bridge.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

A sanitary sewer runs through the culvert walls, about 4' below the ceiling. Continued deterioration of the culvert could result in large pieces of concrete spalling off or a partial collapse and possibly damage the sewer. This would result in unhealthy conditions downstream in the creek from leaking sewage. See Item 2 above.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 North Troy Avenue Culvert Replacement

Priority 2 Chester Road Improvements

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

There will be no participation in the project by a user fee funded agency or department.

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will have no appreciable impact on the economic growth of the service area.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

N/A

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious capacity problems (be specific).

The concrete in the lower portion of the southwest wingwall is severely deteriorated with a portion of the concrete completely gone such that the upper portion of the wall has little, if any, support. A void is forming behind the upper portion of the wall and below the pavement. The street above is beginning to settle and a hole has formed in the pavement. It is possible that this area could fail suddenly and this presents a serious hazard to vehicles.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 2

a.) Are preliminary plans or engineering completed? Yes_____ No x N/A_____

b.) Are detailed construction plans completed? Yes_____ No x N/A_____

c.) Are all utility coordination's completed? Yes_____ No x N/A_____

d.) Are all right-of-way and easements acquired (if applicable)? Yes_____ No x N/A_____

If no, how many parcels needed for project? 1 Of these, how many are: Takes_____
Temporary 1
Permanent_____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

A temporary construction easement may be required at the downstream end of the culvert. This will be confirmed in preliminary design and the easement obtained concurrent with final design and prior to bidding.

e.) Give an estimate of time needed to complete any item above not yet completed. 4 months for preliminary and detailed construction plans. Utility coordination and temporary easement acquisition concurrent with detailed plans.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The North Troy culvert has a tributary area of 520 acres, primarily residential in nature, which extends northwest into the City of Springdale, (see drainage area map).

North Troy is a no-outlet street with 14 single-family homes, eight (8) of which are beyond the culvert. Though the street has no regional impact, it is the only access to those homes and replacement of the bridge is therefore vitally important.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

An engineering analysis has determined that a weight limit of 15 tons should be placed on the bridge based on the reduced capacities of the deteriorated concrete and reinforcing steel. The Village has passed legislation adopting the weight limit (copy enclosed) and the bridge has been so posted.

Will the ban be removed after the project is completed? Yes x No_____ N/A_____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 170 x 1.20 = 204 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional license $5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply).

Operational $5.00 License Tax	YES	Specify type	$5.00 Permissive Motor Vehicle License Fee
Infrastructure Levy		Specify type	
Facility Users Fee		Specify type	
Dedicated Tax		Specify type	
Other Fee, Levy or Tax		Specify type	

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: VILLAGE OF GLENDALE

NAME OF PROJECT: NORTH TROY AVENUE CULVERT REPLACEMENT

RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

(25) Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score

_____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
(0) - No measurable impact

Appeal Score _____

Criterion 2 – Safety
The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
(0) No measurable impact

Appeal Score _____

Criterion 3 – Health
The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) First priority project
20 - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing
The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

(10) – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
(4) – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

20/20

List total percentage of "Local" funds 20 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds _____%

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 Less than 1%

List below each funding source and percentage

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

(5) Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
(2) Minimal or No Impact

Appeal Score

_____

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
(2) Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
(4) – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

Appeal Score ____________

15/40
LEGISLATION @ 63%
375
40)15.0
120
300
280
200

Criterion 13 - Ban
The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
(2) - 3,999 and under

Appeal Score ____________

Criterion 14 - Users
The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) **Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?** ***(Provide documentation of which fees have been enacted.)***

5 - Two or more of the above
(3) - One of the above
0 - None of the above

Appeal Score ____________

Criterion 15 – Fees, Levies, Etc.
The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.